

AUTOMOBILE NEWS

FLAGSTAFF THE MECCA FOR AUTOMOBILE OWNERS

Without doubt there is more automobile business done in Flagstaff than in all the rest of Northern Arizona combined.

The main reason for this lies in the enterprise and initiative of our garage men.

To begin with, they have secured the agencies for this county, and in some cases also for adjoining counties, of the cars that rank highest in popular favor and use not only in the West, but in the entire United States.

Look at this list of cars sold here, all of them well-known for years: Ford, Dodge, Overland, Buick, Reo, Oakland, Studebaker, Oldsmobile, Cadillac and Haynes.

It is a safe bet that there are more of the ten above-named cars in use today in the United States than there are of all the several hundred other makes combined.

Four of the cars named above are the four that stand away ahead of all others made in point of the number of them in use.

Added to the convenience the prospective buyer has in being able to select from all the leading cars here in Flagstaff, he has the advantage of service stations stocked up with all parts for the cars, mechanics who

know these cars and how to find and repair trouble more surely and in much less time than is possible in the shops not having daily experience with them. He also may feel confident when he goes touring far away from home, that, because there are more of these cars in use everywhere than of others, he can easily find parts for them and men who know how to repair them, in almost every town, at least in every city.

On the other hand, suppose a man in this section owns a car of almost any other make than those above named?

Every time he wants a part replaced he must have it made to order or wait until he can get it from some distant supply station. When he goes on tour, he not only fails to find any parts, except sometimes in the very largest cities, but stands a poor chance of finding a mechanic who knows the car.

In concluding this summary of the advantages Flagstaff offers present and prospective car owners, it is not amiss to call attention to the fact that here we have six big, completely-equipped automobile repair shops. It is a snap for the man in trouble to find just what he wants and the attention he needs here.

MAKERS' SELLING CAMPAIGN ABROAD IS AN IMPORTANT FACTOR IN CAR SHORTAGE

Some who are chafing at the delay in securing cars are at a loss to understand why the factories should be so far behind in their orders. The reasons are several and good ones. To begin with, the demand has greatly increased, as many people from patriotic and other motives withheld their buying of new cars while the war was in progress.

The factories were down to a very low rate of production toward the end of 1918, and it took a little time to get back into the swing after the restrictions on production were removed. Even the plants that are back to a peace-time basis find difficulty in securing material and parts.

Not the least of the factors aggravating the present situation is the urgency for the makers to take advantage of the present psychological moment to extend foreign business even at the risk of sacrificing some business in the home market.

A New York dealer who recently made a trip to the factory found his explanation of the difficulty in obtaining cars as he passed through the shipping department and saw the number of cars marked for export.

Even the prohibitions that have existed against the exportation of automobiles to England and France have not prevented an increase of exportation of automobiles to the Far East, and South American markets have been developing in the meantime.

Striking instances are the exports to the Philippine Islands, which for the four months ended April 30 this year exceeded the whole exportation of automobiles for the islands in 1918 in value and the number for that period was two-thirds of the total number exported in 1918.

To Japan for the four months mentioned in 1919 the automobiles exported were considerably in excess of the total number for 1918. The number to Java for the first four months of 1919 was about the same as for the whole preceding year.—Denver Post.

A good forgetter is rather to be chosen than great riches.



Better Service and More Customers

Often slow delivery is the only reason for a lost customer. You can put your delivery on a real "get-there-quick" basis, greatly increase your present delivery radius, and eliminate delays with a

Harley-Davidson Parcelcar
It is the delivery car of the merchant who wants to give his store a quick-delivery reputation. It has the stamina to withstand this kind of service and still be everlastingly on-the-job. Its low upkeep figures will amaze you. Get the facts—a phone call will bring our demonstrator.

For Sale by
J. W. ROBINSON
P. O. Box 1083

STORAGE BATTERY USUALLY IS GOOD FOR FOURTEEN MONTHS

"Storage batteries of the average sort have an existence of about fourteen months," says H. A. Tarantous in MoToR. "Some automobile owners by properly caring for their storage batteries bring the maximum useful life to twenty-two months; others, by far in the majority, get around ten months' service."

The writer then proceeds to explain what "proper care" means for the storage battery in motor car service. "Owners of battery equipped cars must fill each cell to level with distilled water, using the hydrometer for filling. In warm weather the cells should be brought to level once each week because the evaporation is much greater than it is in cold weather, when once in two weeks is sufficient. At the time the water is added a hydrometer test should be made. This indicates the acid strength of the electrolyte or solution. At the same time the terminals should be inspected for looseness and any deposit of salt should be removed with a stick. The battery should seat firmly in its saddle or seat, so as to minimize the vibration. In brief, this is all that is necessary, but it must be done regularly."

"Men and batteries are much alike in their actions under certain influences and we treat them in somewhat the same fashion. When a battery is overheated it burns up and starts disintegrating inside because it can not stand high temperatures. So with a man whose system is designed to operate at a constant temperature. If he gets fever he 'burns up.'"

"At the opposite end of the temperature scale the analogy still holds, for cold affects a battery as it does a man, reducing efficiency. Likewise, a battery has to be kept at work or it will die of laziness. It must be charged and discharged regularly. The charging current is, so to say, the battery's food. A corroded terminal may be likened to a clot on the brain."

"And so we find that as a man's temperature and his pulse, his actions, his capacity for work give indication of his physical condition, so do the battery's temperature, pulse and general behavior indicate its condition, which is another way of saying the care it has received from its owner."

WISDOM

One day I asked the Sage what the great things in life were.

"Music," he answered, "that pleases me. Art, on canvas or in marble—that I like. Literature, from epic to novel—that measures up to my standards. Many moods nature—when she charms or amuses me. People—when they are decent to me, and—"

"Say," I interrupted with a cynical smile, "where do you get all this 'me' stuff?"

"Oh, well," he countered wearily, "I might as well have told you in the first place that I'm the only live coal I've ever discovered in this Vale of Clinkers."

JUST WHAT DID SHE MEAN?

Hewitt: "My wife is a cheerful sort of companion."

Jewett: "How is that?"

Hewitt: "I told her that I had taken out a 20-year endowment on my life, and she said that she hoped I wouldn't mature before the policy did."

A Want-Ad in The Sun will sell that second-hand car in a jiffy.

THINGS TO WORRY ABOUT

TRUCK OPERATION

In mounting the flexible drive shaft of the governor care must be taken that there are no bends in the shaft within two inches of either end. The shaft must never be bent into a circle of less than ten inches diameter. The proper practice is to make all bends as long and easy as possible.

In selecting trucks the factors of weight and size of the products to be hauled must be carefully considered. A product that is bulky but light in weight calls for a comparatively light vehicle with large body capacity. On the other side of it the man who must haul heavy material that is nevertheless compact in form will make a great mistake if he buys an ordinary light truck.

When trailers of any type are being used in connection with truck service it is to be strongly recommended that all cost and operating records covering the trailers be kept separately from those of the powered vehicle.

Ford cylinders that are habitual oil pumpers may be cured by taking them out, removing the lower rings and drilling 8 one-eighth inch holes in each lower ring groove. The drilling should be down downward at a 45-degree angle. These holes serve to permit the oil to drain back into the crankcase.

Grinding noises in the transmission may be caused by one of the following: Lack of lubricant, insufficient lubricant, too thin a lubricant, shafts out of alignment, bearings worn or broken or chips in the transmission case. Lubrication is the commonest cause and should be first looked into.

The transfer which drops the power transmission below the transmission shaft in the four-wheel drive truck needs just as careful lubrication as the transmission. It must never be filled with grease, but should be the same oil that goes into the transmission.

The cables of the ignition system of the motor truck must be carefully watched, and should be replaced the moment they show signs of cracking or wearing. After a year's normal service it is well to carry in reserve a few carbons for the distributor plate and also a contact spring and an adjustable contact screw.

Trucks fitted with a winch demand a little extra attention. For the winch and winch drive should be lubricated once a month. After carefully cleaning off any dirt on the case, remove the top cover plate and put in enough transmission oil to bring the lubricant in the case up to level.

In cases where there have been chronic oiling troubles and it is doubly important to be certain at all times of the exact level of the lubricant in the case, it is a simple matter to have two gauge pet cocks inserted in the case, one above the other. By this means positive knowledge of the oil level may be had, whereas any oil float is likely to stick and give a false reading.

If all the spark plug gaps are too wide, the magneto can not be rotated fast enough by cranking to generate a voltage high enough to overcome the resistance of the spark gaps in the combustion space of the cylinders and as a result the engine will not start. But even if the engine is started and the spark plug gaps are too wide, the engine will miss fire when it is attempted to accelerate rapidly or when running with a wide open throttle and a heavy load. The insulation of the high tension winding on the condenser may be punctured, inasmuch as the voltage increases with the speed of armature rotation, the engine may be speeded up by gradually opening the throttle without causing the engine to miss an explosion.

Springs break because of overloading, badly rusted leaves, clips too tight, spring not properly fastened to the axle and because the shackle is inoperative, due to a broken shackle bolt or a stiff shackle.

PIPECLAY FOR MATS

Pipeclay acts as a preservative of rubber and makes one of the best mediums for treating the rubber mats used in automobiles. Oil and grease are rubber solvents and ruin the floor mats if they are allowed to remain on them. The mats should be wiped quite dry and then pipeclayed. The pipeclay dries and sucks the oil out of the rubber.

THE WONDER OF TODAY

During recitation in a certain primary school the instructor asked her pupils what wonders can be seen today that were not in existence fifty years ago.

There were many answers: Airplanes, the telegraph, the telephone, electric lighting, automobiles, etc. Finally, one little fellow contributed his wonder:

"Me and me little brother."

THE REASON

First Roommate: "I say, Walt, would you kindly lend me your green tie this evening?"

Second Roommate: "Why, certainly, Ed, but why all the formality?"

First Roommate: "I can't find it."

"WET" ANTIPATHY

The Indianapolis News says camels are not susceptible to kindness. The "wets" have always contended there was nothing to admire in a camel.

NOT WELL ACQUAINTED

A teacher asked a little boy at Sunday school what he knew about Moses, to which he replied: "Please, ma'am, this is my first Sunday here and I don't know anybody."

The Busiest and Best Equipped Automobile Repair Shop in Town is at The New White Garage

Nine expert mechanics, mechanics, and electricians constantly on the job. There is nothing they can't do, from vulcanizing to reboring cylinders and putting new life into starters and batteries.

The best mechanics, the best location, the best accommodations, the fastest, most expert work.

When you bring your car troubles to us they'll be solved with a minimum of time and expense—and solved right.

And don't forget, we sell the following makes of tires

**Goodrich
Firestone**

**United States
Republic**

and

**Red Crown Gasoline and All Motor Oils
All Ford Parts and Accessories**

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ANNOUNCING

That Mr. J. J. Waldhaus

has been appointed distributor for Oldfield Tires and Tubes for Coconino county.

He issues you an invitation to come in and inspect this wonderful tire, which is the result of nearly twenty years of racing and touring by Barney Oldfield, the greatest tire user of all times.

It will pay you to drop in and inspect this tire and let us show you some of the very unusual features of its construction.

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DELION TIRES AND TUBES

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**Northern Arizona Motor Company
Flagstaff, Arizona**